





## To-day's Advertisements.

HONGKONG FOOTBALL CHALLENGE SHIELD.

SEMI-FINAL.

ENGINEERS' INSTITUTE v. G. CO., R.M.F.

TO-MORROW (SATURDAY), the 3rd March, 1899.

ADMISSION to the Club Stand—Fifty cents. Ladies free. Members free on presentation of Members' Ticket.

Hongkong, 2nd March, 1900. [275b]

HONGKONG RIFLE ASSOCIATION.

THERE will be NO COMPETITION TO-MORROW, but the Range will be open for practice.

MOWBRAY'S NORTH COVE.

Hongkong, 2nd March, 1900. [47]

TO LET.

"HARFORD" MAGAZINE GAB.

GROUND FLOOR, 22, PEE STREET.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 2nd March, 1900. [17]

IMPERIAL GERMAN MAIL LINE.

STEAMER FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"KONIG ALBERT."

of the NORDDEUTSCHER LLOYD.

Captain O. Cappers, due here with the out-

ward German Mail about TUESDAY, the 6th

instant, will leave for the above places about

24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further particulars apply to

MELCHERS & CO., Agents.

Hongkong, 2nd March, 1900. [32]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"TAISANG,"

having arrived from the above Ports, Consignees

of Cargo by her are hereby informed that their

Cargo impeding the discharge or remaining

on board after Noon, the 6th instant, will be

landed at Consignees' risk and expense into

Godowns at East Point.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATTHEWS & CO., General Managers.

Hongkong, 2nd March, 1900. [274b]

AN APPEAL.

respectfully to APPEAL to the Residents of

Hongkong and the Port, for their kind

patronage and support, and desires to state that

she will be pleased to receive orders for all kinds

of NEEDLE WORK.

Ladies and Children's Underclothing (in

children's dresses, and all kinds of Embroidery.

Materials can be supplied, if required.

The Superiority will also be made

into any PAPER, or old ENVELOPES to be made

into Books for the Children of the Poor Schools,

how are taught by the Sisters.

Hongkong, 2nd April, 1899. [493]

Intimation.

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

PORTS.

(For Invalids and General Use.)

B.—VINTAGE, superior quality.

Red Capsule.....\$14.40

C.—FINE OLD VINTAGE, super-

ior quality. Black

Seal Capsule.....16.20

D.—VERY FINE OLD VINTAGE

extra superior. Violet

Capsule (Old Bottled) 20.40

Port after removal should be rested

for a month before use. Wine re-

quired for drinking at once should be

ordered to be decanted at the Dis-

pensary before being sent out.

These Wines are too favourably

known to need comment.

Sample bottles and smaller quanti-

ties will be supplied at proportionate

wholesale rates.

We only guarantee our Wines and

Spirits to be genuine when bought

direct from us in the Colony or from

our authorized Agents at the Coast

Ports.

A. S. WATSON & CO., LIMITED,

THE HONGKONG DISPENSARY.

## BIRTH.

At Kuala Lumpur, on the 12th February, the

wife of PERCY LEIGH INGEN, P. W. O. (West

Yorkshire Regt.), of a son.

The Hongkong Telegraph

HONGKONG, FRIDAY, MARCH 2, 1900.

NOTES AND COMMENTS.

THE RELIEF OF LADYSMITH.

The news of the relief of Ladysmith, which

has been so long awaited, is cause for rejoicing

and wide throughout the British Empire.

We have not only to rejoice at the fact that

the siege of the beleaguered town has

at last been raised, but at the fact that

the Empire has been saved from the loss of

prestige which must have inevitably followed

its capture or surrender. All honour then

to General Buller and his brave men who

have put up such a splendid fight and so

pluckily held out against overwhelming odds

in a position which was looked upon by

foreign military authorities as practically un-

tenable. Worried day and night by the Boer

guns, constantly on the alert to repel attacks,

with disease also waging war against them and

famine staring them in the face, with nothing

more nourishing than saucages made on the

spot from horseflesh, they have never lost

heart and have emerged from all their

trials and difficulties triumphant. Our only

regret is that many of the brave defenders

of the town have not lived to witness its relief.

The relief of Ladysmith, we think means

a great deal more than at first sight appears

and will probably mean that the campaign,

so far as Natal is concerned, is practically

closed. It is most likely that no attempt

will be made to force a passage to the

Transvaal and the Orange-Free-State, but

that a sufficient force will be left to hold

the Boers in check should they attempt to

move further southward—a most unlikely con-

tingency—and all available troops will be

sent to reinforce General Buller in his advance

on the two Republics from the westward.

General Buller has indeed had a heavy

task before him and we rejoice to see that

in spite of repeated reverses, he has attained

his object. Ladysmith, it is true, will

be named in the mouth of everyone, the

Empire over today.

TELEGRAMS.

Relief of Ladysmith.

St. Thomas Jackson has courteously placed

the following telegram, received from London

this morning, at our disposal:—

It is officially announced Ladysmith

relieved.

REUTER'S TELEGRAMS.

REUTER'S SERVICE.

THE WAR.

Natal.

Severe fighting continues in Natal. The

Boers, having lost heavily in a night attack on

Saturday. Armistice was arranged on Sun-

day to bury the dead.

Cape Colony.

General Buller has occupied Jamestown

and captured some Boer horses.

LATER.

General Buller's Advance.

General Buller telegraphs on the 28th

instant that General Buller's brigade assaulted

and carried the top of Pieters Hill, thus to a

certain extent, turning the enemy's left. The

fourth and eleventh brigades under the

supreme Command of General Buller

assaulted the enemy's main position which

was magnificently carried by the South

Lancashires at sunset. Six prisoners were

taken and the enemy scattered in all direc-

tions. There seems to be still a considerable

number of the enemy left on Bulwana Moun-

tain.

HONGKONG VOLUNTEER GAZETTE SERVICE.

THE WAR.

Lord Roberts in a despatch dated 28th

says that the prisoners taken at Cronje's

lager have departed under escort of the

City of London Volunteers and Glosters.

The women and children have been sent to

their homes. One hundred and seventy

Boers who were wounded, were brought to

the British hospital. Many had been pitifully

neglected, and the Boers were indignant with

Commandant Cronje for refusing Lord

Roberts' offer of medical aid.

WEATHER REPORT.

The Observatory report says:—

On the 2nd at 11.55 a.m. the barometer has

risen on the China coast, except in the South;

falling in the Sea of Japan. The depression is

moving N.E. in the Sea of Japan. Pressure is

high over the N.E. coast of China, and relatively

low on the S. coast. Gradients steep in the

Formosa Channel and along the S. coast of

China, with very strong monsoon. FORE-

CAST:—Strong N.E. winds; some drizzling rain.

LOCAL AND GENERAL.

A 28-pounder gun was recently constructed at

Kimberley, firing 8000 yards accurately.

The Manager of the Joint Telegraph Cys.

courteously informs us that telegraphic com-

munication with Macao is interrupted.

The Auditorium tower, 320 feet high, and the

Masonic Temple, 302 feet high, hitherto the

tallest structures in Chicago, are now overtop-

ped by the tower of a new business building

on Michigan Avenue, 385 feet high. A search-

light will be put on the tower as a help to lake

vessels.

A DEAR, dear good soul, who lives far in the

interior of Ceylon, has forwarded some anti-

matars for the use of the wounded soldiers

at the front.

It is stated that the coal accumulated at Moji

amounts to 223,909 tons, including 192,342 tons

of lump coal, 75,369 tons of Kikkoni coal, and

15,198 tons of coal dust.

It is reported that the wedding ceremony of

the Crown Prince of Japan will take place

about the 12th of May. An Imperial hall will

be given to celebrate the occasion and over

1,000 foreign and Japanese guests will be in-

vited.

To-MORROW at 11.30 a.m. the H.K. C.C. will

play the Garrison team. The following is the

Club team—A. G. Ward, Moreton, R.S., Strong,

R.M., J. E. Lee, A. G. Wood, R.S., F. H.

Nimmo, R.S., E. Mast, K. W. Mounsey, Dr.

Tuck, two more wanted.

THE latest statistics are said to show that

270 foreigners are in Japanese employment for

educational purposes. Of these, 177 are engaged

in private schools, 68 in Government schools,

23 in technical schools, and 2 in elementary

schools. The great majority of these teachers

are American, English, and French.

It is reported that a disused silver mine has

been discovered in Nakayama, Tateno, in the

neighbourhood of Kobe. The mine is believed

to have been worked on a primitive system

several hundred years ago, and forgotten sub-

sequently. The percentage of silver in the ore

is not known yet, but the mine is reported to

be a promising one.

To-MORROW afternoon, on the Happy Valley,

in the semi-final for the Hongkong Football

Challenge Shield, the Engineers' Institute will

play "G" Company of the Royal Welsh Fusili-

ers. Referee—Mr. Looker. The public will be

admitted to the Club Stand on payment of

fifty cents each. Ladies free. Members free

on presentation of ticket.

The following will play for the Engineers:—

G. Moore, Lapsley, Dyer, Ritchie, Wilson,

Tuchy, Duncan, Smith, Noble, and Blades.

At the Volunteers who have acted as "No. 6"

at gun-practice will greatly enjoy this little

incident of the war. The Boers used the screw

guns which they captured against Ladysmith

as long as the supply of shrapnel taken with

them lasted. But the effect of the latter was

very feeble, as the Dutch gunners had almost

exhausted the supply before they realised that

it was necessary to withdraw both safety pins

from the projectile.

PRESIDENT Hill of the Great Northern Rail-

way on January 18th gave out a description of

the big ships which are now being built for



## WAR SILHOUETTES.

PEN PICTURES OF OUR GALLANT SOLDIERS IN THE THICK OF THE FIGHT.

Second only to the descriptions of the war correspondents are the graphic if homely pen-pictures of our gallant soldiers at the front. They take one right into the thick of the fight, amid the cracking of rifles and the hissing of bullets. The *London Daily Leader* gives some extracts:

## HE BAYONETED FOUR BOERS.

Pte. L. Thompson, a reservist of the 60th Foot, who was in the battle of Glencoe, in which Gen. Symonds was mortally wounded. "You will be cut up to hear that poor fellow is among the killed, but he killed four Boers with a bayonet before he fell dead in my arms. I shall never forget it as long as I live, because as he fell he gave a groan and said 'mother,' and that word has been ringing in my ears ever since. But he died like a British soldier. One man next to the was hit by a shell, and I was almost blinded by his blood."

## SPIKED HIS GUN.

Private Matthews, of the 18th Hussars, who was also with Symonds at Glencoe: "Then they hoisted the flag of truce to fetch their wounded, but it really was a ruse for changing position. As they were crossing the open we could have cut them to pieces, but the officers would not permit the order, saying that it is a poor way of retreating. His horse was shot under him. Then he shot; he turned, spiked his gun and made it useless to them."

## BULLETS THICK AS HAIL.

Corpl. James Smith, a Gordon Highlander, writing from Ladysmith, thus describes the fight at Elands-laagte: "We gave them an awful peppering when they were retreating. The Boers took up a position on another hill to cover their retreat. I went down to the foot of the hill, and started to fire at them. I was sitting there as pleased as a school boy in a fruit garden, when the firing got rather hot. I never expected to get to the top of the hill alive as the bullets were dropping like a shower of hail."

## WAITING FOR BULLER.

Pte. Geo. Cluley, 1st Battalion King's Royal Rifles, wrote from Ladysmith: "We are all patiently waiting for Sir Redvers Buller and his army corps. Then, let 'em all come, for there is not half enough troops here to chase a cat round our backyard."

## BOER DISLIKE FOR BRITISH STEEL.

Pte. Alfred Sumner, of the King's Own Rifles, at Dundee: "About half a dozen who saw they could not get away fell on their knees, and begged to have their lives spared. They can stick bullets, but they do not like British steel."

## SURROUNDED BY DEAD BOERS.

Pte. Benham, of the 1st Devons, writing of Elands-laagte: "I shall never forget it. We have had a glorious victory. There are 12 dead Boers lying around me, and we are on top of the enemy's position. The bullets flew about like rain, and I thought every minute I was shot."

## HOW TALANA HILL WAS CAPTURED.

Pte. Down, of the 1st Battalion King's Royal Rifles, writing of the fight at Talana Hill, said it took them eleven and a half hours' hard fighting to get possession of the hill. Our men were dropping down wounded, and our Colonel thought they were retreating. He turned round, revolver in hand, and said that any man retreating under the fire he would shoot. Almost immediately he received a bullet in his heart and fell never to get up again. We must have killed a thousand Boers, as they found 800 buried in a coal pit."

## LIGHT SMOKERS.

"You may have noticed that the Japanese who visit America are very moderate smokers," said a prominent Japanese now travelling in the United States to a *Washington Star* reporter recently. "Those of my countrymen who do indulge in the weed, mostly smoke cigarettes, or preferably the smallest pipes filled with the mildest tobacco obtainable. Of course there are Japanese who like some Americans have such a craving for tobacco that nothing less than the strongest cigar or the largest pipe will satisfy them. But such smokers are exceptionally few among the Japanese. As a rule my countrymen while at home and abroad are satisfied with short smokers, such as a cigarette or a tiny pipe affords."

"The Japanese are moderate smokers, not so much because they are small people, but for the reason that up to within recent years but very little tobacco came into Japan and the tariff on it was very high. Being a poor but frugal race the masses purchased only limited quantities of the weed, which as a matter of economy they have for generations been taught to smoke in only the tiniest pipes. These pipes, the most popular of which hold about as much tobacco as would fill an ordinary thimble, are a survival of the days when money was scarce, tobacco dear and the tariff high. In another generation or two when Japan shall have taken her place among the wealthy nations of the world, my countrymen will no doubt smoke large quantities of tobacco, and then the small pipes will be abandoned for big ones, such as Englishmen and Americans now smoke."

## A DOCTOR'S LETTER FROM DE AAR.

A correspondent kindly forwards to us the following extract from a letter written by a doctor at the De Aar Hospital:

The Hospital, De Aar, Dec. 24th.

None walking through this hospital would imagine that the majority of the men were really sick and wounded. Every one is cheerful, and the majority cannot be considered to be at all ill. The kindness and generosity of all the residents here, and throughout the whole colony, are simply marvellous. The whole thing seems to be supervised by the National Aid Society. Yet all the ladies, stationmaster's wife, &c., are individually devoted to their work. Every afternoon the hospital is crowded with ladies distributing every delicacy you can imagine, boxes of eggs, soups, tobacco, &c., pour in all day, and, in fact, we receive more than we can use, and have to send some down to Orange River. The other day I was sent down to Cape Town with a sick convalescent, and the kindness of everyone on the way opened my eyes. One old lady at a station refreshment room, after handing over heaps of good things to me for the men, almost wept while discussing the 'best news' her only joy in life seemed to be that she could do her humble share in providing comfort for the sick and wounded. All the officers and men of the Cape Volunteers who guard the line from Cape Town are just the same—ready to do the most they can for you, such kindness from strangers I have never seen before. I am thankful to be able to say that most of the wounded do extremely well, and the best results out here are surprising and the recovery of Dr. after a day or two at the big hospital in Cape Town and he thought he might as well go home: all his ideas have proved to be wrong by the rapid recovery."

## SPION KOP.

LONDON, January 30th.

A special dispatch from Pretoria, dated Friday, January 25, 9 a.m., says: "The Boers just ridden in here, having left General Buller's forces in the new positions south of the Tugela, to which they retired in consequence of the reverse at Spion Kop."

"The fighting, both before and after the occupation of the mountain, was of a desperate character. Spion Kop is a precipitous mountain, overlooking the whole line of kopjes, along the upper Tugela. On the eastern side the mountain faces Mount Alice and Pottgieter's Drift, standing at right angles to the Boer central position and Lyttelton's advanced position. The southern point descends in abrupt steps to the lower line of kopjes. On the western side, opposite the right outposts of Warren's force, it is impassably steep except at the point where the neck joins the kop to the main ridge. Then there is a gentle slope which allows easy access to the summit."

"The neck was strongly held by the Boers, who also occupied a heavy spur, parallel with the kopje, where the enemy was concealed in no fewer than thirty-five rifle pits and was thus enabled to bring to bear upon the men a damaging cross fire, the only possible point for a British attack being the southern side, with virtually sheer precipices on the left and right."

"A narrow footpath, admitting men in single file only to the summit, opens into a perfectly flat tableland, upon which the Boers had hastily commenced to make a transverse trench. Our men were able to occupy the further end of this tableland, where the ridge descended to another flat, which was again succeeded by a round eminence held by the Boers in great strength."

"The ridge held by our men was faced by a number of strong little kopjes at all angles, whence the Boers sent a concentrated fire from their rifles, supported by a Maxim-Nordenföld and a big long range gun. What with rifles, the machine guns and the big gun, the summit was converted into a perfect hell. The shells flew continually in our ranks and rifle fire from an absolutely unseen enemy was soon perfectly appalling."

"Re-enforcements were hurried up by General Warren, but they had to cross a stretch of flat ground which was literally torn up by the flying lead of the enemy. The unfinished trench on the summit gave very questionable shelter, as the enemy's machine guns were so accurately trained upon the place that often sixteen shells fell in the trench in a single minute."

"Mortal men could not permanently hold such a position. Our gallant fellows held it tenaciously for twenty-four hours and then, taking advantage of the dark night, abandoned it to the enemy."

"The Central News, correspondent with General Buller's forces telegraphs: 'The ammunition section of our infantry gave out in Wednesday's fighting.' Other dispatches confirm this, and how that the British withstood part of the attack on Spion Kop with only bayonets against bullets. The failure to keep the firing line supplied with ammunition was another murderous blunder.—S. F. Chronicle."

## RUSSIA AND PERSIA.

ST. PETERSBURG, January 30th.

It is semi-officially announced that the Government, at the request of the Government of Persia, and in view of the good relations between the two Governments, has authorized the Loan Bank of Persia to take up the loan of 22,500,000 roubles about to be issued in Persia under the designation of the 5 per cent Persian gold loan of 1900. The Loan Bank, therefore, has contracted to take up the loan, which is repayable in seventy-five years and guaranteed by all the Persian customs receipts, except the revenues of the Custom-house of Fars and the custom-houses of the Persian Gulf. In the event of a delay in the payments the Loan Bank will have the right to foreclose the custom-houses. Persia undertakes to redeem all former obligations out of the new loan and not to contract any other foreign loan until the new loan is paid off, without the consent of the Loan Bank. Russia guarantees the bonds of the Persian loan."

BERLIN, January 30th.

The news of the Russian loan to Persia is interpreted in Germany to mean that Persia has virtually become Russian. The press takes that view, which the latest diplomatic reports from Teheran confirm. In Berlin financial circles it is said that the loan will not come to the German market."

The *National Zeitung*, referring to the Russian loan, says: "There is no doubt that Persia will hereafter be absolutely dependent upon Russia. The latter may have made a doubtful financial bargain, but politically considered the transaction is unquestionably of the highest importance."

LONDON, January 30th.

There is a widespread idea here that the Persian loan has finally accomplished Russia's long laid plans to obtain complete political and financial control of Persia, with the double object of ousting the British and assuring Russia an outlet on the Persian Gulf.

ST. PETERSBURG, January 30th.

The *Positiv* asserts that it was not necessary for Russia to take a hand in the coup d'état, and adds: "A Russo-Japanese alliance is inevitable. It is only a question of time. In the meanwhile it is important that the control of the naval and military forces of China does not fall into the hands of the Americans, British or Germans."

The paper concludes: "We must keep on the alert and see how the new situation affects the interests of Western Europe—above all, those of England."

## INTERNATIONAL PRIZE FOR LIFE-SAVING APPARATUS.

The heirs of Mr. and Mrs. Antony Pollok, who perished in the wreck of the *Bourgeoisie*, stated their intention some time ago of giving a reward of £4,000, to be granted in connection with the Paris Exhibition, to the inventor of the best apparatus for saving life at sea. The heirs have just been fixed by Mr. Alfred Picard, the Commissioner-General of the Exhibition, and Mr. Ferdinand W. Peck, the American chief commissioner. It has been decided that the inventors of contrivances intended to prevent the sinking of ships after a collision shall be allowed to compete. Intending competitors must, in the first place, secure admission as exhibitors into class 33, the class that covers the shipping industry. They must make a special application for the prize, and this application must be made, if they are not Frenchmen, through the national commissioner. It is not necessary that the inventions should be exhibited in working order; models or plans will suffice, but the jury have the right to order trials for which every facility will be given, but which will be at the expense of the inventor. Competitors must send in their applications before March 1st.

There is always something happening to worry me," exclaimed the Chinese Emperor to the friend with whom he was travelling in the *Wan-shan* matter now. "The rumour that I am alive has been started again."

## FILIPINO INDEPENDENCE.

WASHINGTON, January 30th.

For more than three hours to-day Bacon (D.) of Georgia occupied the attention of the Senate with a discussion of the Philippine question. His argument, which had for its basis his own resolutions declaratory of the Government's policy toward the Philippines, was listened to carefully by his fellow Senators and by a large gallery audience. He maintained that the United States owed as much to the Philippines as it does to the Cubans, to whom, by resolution of Congress, self-government had been promised, and he strongly urged that his resolutions declaring it to be the intention of this Government to confer the right of Government upon the Philippines be adopted as a means, not only of terminating the war, but of extending to a struggling people justice and freedom. He offered a resolution directing the Committee on Rules to consider whether some suitable plan could not be adopted for the enlargement of the Capitol, and for providing for the transaction of public business, other than legislative business, elsewhere, so that there may be sufficient space provided for the convenient transaction of the business of the two Houses of Congress. The resolution was agreed to.

Pettigrew asked unanimous consent to have printed as a public document a statement by Aguinaldo giving a history of the revolt of the Philippines against the Spaniards. He said it was a document of great interest to the Senate and to the country, but, on objection, this question went over.

After the passage of a number of bills on the calendar Bacon addressed the Senate on the Philippine question. As Bacon was concluding a lively colloquy occurred between him and several other Senators. Spooner inquired on what theory Bacon proposed a declaration by this Congress that could in any way bind subsequent Congresses. Bacon responded that the same declaration that the Fifty-sixth Congress had made with reference to the Cubans ought to be made with reference to the Philippines. Congress had the right to make such a declaration, even if it were not binding upon future Congresses.

Teller the author of the Cuban resolution, said that it had been a matter of sincere regret that he had not incorporated in the resolutions the people of all Spanish possessions acquired by the United States in addition to the Cubans. He believed, however, that the United States stood before the world committed to the self-government of the Philippines, that as such self-government as they were capable of. He maintained that the pacification of the islands must be the first object of the United States, however. He regretted that this pacification now must be by the sword.—N. Y. Chronicle.

## SEA AND LAND POWER.

Commenting upon the recent utterances of Capt. Mahan, the *San Francisco Call* says: "One of the extraordinary incidents of the war against the South African republics is a letter written by Captain A. T. Mahan of the navy, chiding Americans for expressions of sympathy with the Boers. In this epistle Captain Mahan says: 'There are very many among us, myself certainly one, who feel as strongly in favour of Great Britain as others do of her opponents. Let us all be careful not to provoke one another by immoderate expressions of opinion to which public meetings tend. Those on one side provoke retaliation on the other side. In the problems of the near future good understanding with Great Britain is too important for us to permit the impression that we are all against her here, and we may find ourselves in an unseemly state of party division for and against foreign status, as in the beginning of this century between the French and British parties. I avail myself of this opportunity to say that, in my judgment, not only is the cause of Great Britain just, but that to have failed to uphold it would have been to fall in national honour.'"

Perhaps Captain Mahan in his certainty of the high authority of his own opinion fails to see that this is the most irritating interference yet heard in the whole affair. He deprecates division on the subject, at the same time claiming the right to advise the suppression of all public expressions adverse to his own limitless championship of Great Britain! Nothing is better calculated to cause extreme expressions than his ill-considered letter. He declares that it is wrong to be divided in opinion for and against foreign states! Had he put his case against any expression in the affairs of foreign states he would have had some standing in reason, which he now entirely lacks.

Captain Mahan is the author of a very able work on "Sea Power," the possession of which he regards as necessary to national life, and primary in which, possessed by any nation, makes it the dictator of the world. Perhaps he sees his theory in danger, in the success of the South African republics. If Great Britain fail in her aggression upon them her influence wanes, notwithstanding her primacy of the seas.

Like all theories based upon the utility of unthinking force, Captain Mahan's may be examined to its detriment. Is analogue was the senior theory that the ownership of land power in the form of the greatest armament was a necessary guarantee of national life. If of the empires and empires in empire, from Babylon to Bonaparte, were based on that theory and they all failed and fell. The professional advocates of the righteousness of might now fall back upon the sea, as history has driven them from the land. Aside from the academic discussion of this theory, the American people have always sympathized with the effort of any others to establish and sustain republican government. We have gone further than those who by brave revolution have sought a change of dynasty in the hope and expectation of bettering themselves in their material condition. Instinctively, then, Americans are for the Boers. In this they stand with Bryce and Goldwin Smith, and the philosophers and thinkers, to whom England is indebted for a fame that will outlive her conquests and survive her empire. They are stung therefore, by such chiding as comes from the author of "Sea Power." Amongst them are those as well qualified as he to judge of the righteousness of England's pretensions in South Africa, and they resent, with proper spirit, his judgment of what constitutes the national honour of Great Britain and our obligation to uphold it as if we were subjects of the Crown. His letter is unwise and unfortunate, and republican America is sorry that it was written at all. It will produce a contrary effect to that which he intended. If he thinks that the public meetings of Americans, expressing sympathy with the Boers, provoke those who hold with him to retaliate, he is at liberty to proceed with retaliation. Halls are open for the cost of the rent and meetings to sympathize with Great Britain in the destruction of republics will be treated with all tolerance.

"This is pretty conduct," said the father; "pretty employment for the son of pious parents, to be saving boards in the garret on a Sunday morning, loud enough to be heard by all the neighbours. Sit down and take your book. The young man was unanimously excused from singing the proposed song."

## SHIPPING REPORTS.

Capt. W. E. Sawyer, of the steamship *Taisang*, from Calcutta and Singapore, reports: "From Singapore fine clear weather, light N.E. winds and smooth sea."

Captain MacKenzie, of the steamship *Kwailin*, from Wuhu, reports: "From Yangtze to Lameck strong N.E. monsoon, high sea, dull and rainy weather; from Lamcock to port moderate northerly winds, dull and overcast."

Captain J. Roach, of the steamship *Haitan*, from Coast Ports, reports: "From Yangtze to Amoy strong N.E. breeze, considerable sea, dull and overcast weather. Amoy to Swatow light E.N.E. to moderate N.E. breeze, moderate sea, overcast and clear. Swatow to port moderate E.N.E. breeze and sea, dull and cloudy weather. Vessels in Foochow:—*Creda, Wenchow, Chun-sang, Yik-sang, and Prosper*."

## NOTANDA.

## CALENDAR.

MARCH.

Metorological means based on ten years' observations to 1893.

Barometer ..... 30.141  
Thermometer ..... 73.3  
Humidity ..... 79.0  
Rainfall ..... 1.76

## TO-DAY.

WEATHER REPORT.

On date at 10 a.m. On date at 10 p.m.

Barometer ..... 30.11 30.01  
Temperature ..... 81 69  
Humidity ..... 86 96  
Rainfall ..... — —

## TO-DAY.

Friday, 2nd March, 1900.

Chinese—2nd and 3rd moon of 26th year of Kwang-shi.

Sun—Rises ..... hr. 22min.  
Sets ..... hr. 2min.  
Moon—In Equator 7hr. a.m.  
High water—Morning ..... 10hr. 54min.  
Afternoon ..... 11hr. 20min.  
Low water—Morning ..... 4hr. 30min.  
Afternoon ..... 5hr. 5min.

## ANNIVERSARIES.

1801—John Wesley died.  
1841—Whampoa Island Battery carried.  
1854—Death of the *Car Nicholas*.  
1880—P. & O. steamer *Thames* ashore in Lye.  
1882—Attempted assassination of the Queen.  
1896—British s.s. *Lumber* lost on the Pescadore.  
1897—Loss of the Dutch liner *Utrecht* off Ushant.  
1899—Italian Minister demands lease of Samun Bay from Chinese Government.  
1899—American commission left H.K. for Manila on U.S. *Baltimore*.

## TO-MORROW.

Saturday, 3rd March, 1900.

Chinese—3rd and 4th moon of 26th year of Kwang-shi.

Sun—Rises ..... hr. 22min.  
Sets ..... hr. 3min.  
Moon—In Equator 7hr. a.m.  
High water—Morning ..... 11hr. 35min.  
Afternoon ..... 12hr. 5min.  
Low water—Morning ..... 5hr. 0min.  
Afternoon ..... 6hr. 4min.

ANNIVERSARIES.

1851—Liptak (Howqua's Folly) taken by the British.  
1861—Emancipation of the serfs by Czar Alexander of Russia.  
1877—Great fire at Foochow.  
1890—Loss of the s.s. *Yetchin Maru*, near Hakodate, Japan.  
1894—Mr. Gladstone resigned the Premiership.  
1896—Outbreak of cattle plague in Hongkong.  
1898—The lekin station at See Yuen Kon gutted by robbers and Tis. 5,000 stolen.

## AGENDA.

TO-MORROW.

The Panjom Mining Company's call of \$1 to bear interest.

Noon—P. & O. steamer *Clyde*, with mails, leaves for Europe.

C. & M. steamer *Diamante*, leaves for Manila.

3 p.m.—The British India S. N. Co.'s steamer *Concora*, leaves for Rangoon.

9 p.m.—D. C. Yeoman of the Guard, at City Hall.

Noco—U. S. Mail Line *China*, leaves for San Francisco.

4 p.m.—Football Semi-final for the H.K. Football Challenge Shield Engineer Institute V. C. Co. R.W.F.

H.K.V.C. ORDERS.

3 p.m.—Commandant's Parade. All members should endeavour to attend. Rehearsal for General's Inspection of Corps.

## SUNDAY, 4th.

Cargo ex *Java* subject to rent.

MONDAY, 5th.

N. P. S. Co.'s steamer *Monmouthshire*, leaves for Portland, Oregon.

Noon—Hongkong and Kowloon Wharf and Godown Co., Ltd. Meeting of shareholders, at Company's offices.

9 p.m.—A. D. C. Yeoman of the Guard, at City Hall.

## TUESDAY, 6th.

German Mail from Europe due.

WEDNESDAY, 7th.

C. N. steamer *Nanchang*, leaves for Tientsin.

O. S. Co.'s steamer *Nestor*, leaves for Liverpool (direct).

Extraordinary meeting of the Hongkong Land Investment and Agency Company, Limited, at their offices.

St. David's Ball at City Hall by the R. Welch Fusiliers.

3 p.m. Public sale of Crown Land at the offices P. W. D.

I. G. M. L. steamer *Bayern*, leaves for the Straits.

L. C. S. W. steamer *Mausang*, leaves for Sandakan (direct).

## THURSDAY, 8th.

P. & O. steamer *Ceylon*, leaves for London.

Noon—China Fire Insurance Co., Ltd. 31st Ordinary Meeting of Shareholders, at Company's offices.

Noon—Hongkong Rope Manufacturing Co., Ltd. 15th Ordinary Annual Meeting of Shareholders, at the Company's offices.

Ocean Steamship Co.'s steamer *Sardone* leaves for London via Suez Canal.

Cargo ex *Doric* subject to rent.

## SATURDAY, 10th.

C. N. steamer *Changha* leaves for Australia.

S. T. & O. steamer *Mowen* leaves for New York.

## SHIPPING AND MAIL NEWS.

MAILS DUE.

American (*Alcoa*) 5th inst.

German (*Bayern*) 6th inst.

German (*König Albert*) 6th inst.

American (*Nippon Maru*) 10th inst.

American (*City of Rio de Janeiro*) 17th inst.

Canadian (*Empress of China*) 20th inst.

The N. Y. K.'s steamer *Kawachi Maru* Europe line left Singapore, for this port to-day and is expected to arrive here on the 6th inst.

The Imperial German mail steamer *König Albert* carrying the German Mails with dates from Berlin of the 5th February has left Singapore, on the 1st March at 1 p.m. and may be expected here on or about Tuesday at daylight the 6th inst.

## HONGKONG AND WHAMPOA DOCK RETURNS.

*Ida de Cuba* ..... at Kowloon Dock.  
*H.M.S. Hermione* .....  
*Tyren* .....  
*Shantung* .....  
*Guantanamo* .....  
*Kailong* .....  
*U.S.S. Albatross* .....  
*U.S.S. Wheeling* .....  
*Chien Tiao* .....  
*Hongkong* .....  
*D. von Austria* ..... Commercial.  
*Hankow* .....  
*Daphne* .....  
*Quaranta* ..... Aberdeen.

## PASSED THE CANAL.

Outward—20th Feb.—*Annam, Renader, Yancheng, Gungfeng, Serbia, Tamba Maru, Sibiria, Drummond, Korea*. 23rd February.

Anterior, 27th Feb.—*Romary, Caladonian, Lixion, Kunakura Maru, Malacca*.

Homeward—16th Feb.—*Ambrisa, Sarnia*. 23rd Feb.—*Indravelli*. 27th February—*Varya, Dardanus*.

## Shipping.

## Arrivals.

HUNAN, British steamer, 1,196, Fraser, 1st Mar.—Wuhu 22nd Feb., Rice, Butterfield & Swire.

TAISANG, British steamer, 1,344, W. E. Sawyer, 2nd Mar.—Calcutta 10th Feb., Penang 20th Feb., and Singapore 23rd, General-Jardine, Matheson & Co.

HAIYAN, British steamer, 1,183, J. S. Roach, 2nd Mar.—Foonchow 27th Feb., Amoy 28th and Swatow 1st Mar., General-Jardine, Matheson & Co.

HOLSTEIN, German steamer, 985, C. Inland, 2nd Mar.—Saigon 26th Feb., Rice-Jensen & Co.

KWELLIN, British steamer, 1,085, MacKenzie, 2nd Mar.—Wuhu 24th Feb., General-Butterfield & Swire.

NINPOO, British steamer, 1,240, Phillips, 2nd Mar.—Chinking 25th Feb., Rice-Butterfield & Swire.

SUISANG, British steamer, 2,164, E. J. Todd, 2nd Mar.—Java 19th Feb., Sugar-Jardine, Matheson & Co.

PARAMATTA, British steamer, 2,854, A. Symonds, 2nd Mar.—Bombay 13th Feb., and Singapore 25th, Mails and General-P. & O. S. N. Co.

TRYM, Norwegian steamer, 710, Hannestad, 1st Mar.—Swatow 28th Feb., Ballast-Harding, Buschmann & Menzell.

ARIEL, Norwegian steamer, 995, C. M. Rafen, 2nd Mar.—Swatow 28th Feb., Ballast-Jardine, Matheson & Co.

## Clearances at the Harbour Office.

*Yuen-sang*, British str., for Manila.

*Atika Maru*, Japanese str., for Singapore.

*Yuen-chin*, Chinese str., for Shanghai.

*Catherine Apar*, British str., for Singapore.

*Belgian King*, British str., for Kobe.

*Telena*, British str., for Manila.

*Katsang*, British str., for Singapore.

*Arab*, British str., for Manila.

*Kongnam*, British str., for Canton.

*Kwai Lum*, British steam-launch, for Macao.

*Hailong*, British str., for Swatow.

## Departures.

Mar. 1, *Allerton*, British str., for Astoria.

Mar. 1, *Chinking*, British str., for Canton.

Mar. 2, *Thales*, British str., for Swatow.

Mar. 2, *Sabine Rickmers*, Brit. str., for Swatow.

Mar. 2, *Glenallach*, British str., for Amoy.

Mar. 2, *Sungking*, British str., for Manila.

Mar. 2, *Irene*, German cruiser, for Fomosa.

Mar. 2, *Mike Maru*, Japanese str., for Straits.

Mar. 2, *Tagher*, Norwegian str., for Swatow.

Mar. 2, *Yuen-chang*, British str., for Manila.

Mar. 2, *Yuen-chin*, Chinese str., for Shanghai.

Mar. 2, *Nippon*, British str., for Canton.

Mar. 2, *Catherine Apar*, British steamer, for Calcutta.

## Passengers—Arrived.

Per *Taisang*, from Calcutta, &c.—Rev. and Mrs. W. A. Mansell, Miss Easton, Lieut. Brooks, Messrs. Halladay, Li Yu Lin, Shen Tsun Shue, and 862 Chinese.

Per *Italian*, from Coast Ports—Rev. J. R. Hykes, Masters F. W. Shaw, B. Begley, Mr. Orange, Mr. Greig, Miss Bland, Messrs. P. Schaffert, F. C. Koo, 1 European and 269 Chinese.

Per *Paramatta*, for Hongkong from Bombay—Messrs. P. L. Wright, D. Vainia, Mrs. J. Selna and child, Mr. Sassoon Nission and servant, and Mr. D. E. Koyaly. From Gibraltar—Mr. F. K. Pallas. From London—Messrs. E. McKay, Lewis, D. E. Maze, J. Dandie, F. Tremiere, F. Reire, Mr. and Mrs. Denny, Messrs. E. and Denny (2). From Marseilles—Mr. and Mrs. Truicide, Mrs. T. Skirunden, Miss Wright, Messrs. McIntyre, Dalghish, Dr. J. Anderson. From Colombo—Rev. and Mrs. W. H. Findlay. From Brindisi—Mr. Priddan. From London for Manila—Mr. G. Bartler. From Bombay for Shanghai—Lieut. L. H. C. Odviant. For Yokohama from London—Misses Huttons (2), Messrs. H. Sepper, Lowton, and Misses Lawton (2). From Brindisi—Mrs. and Miss Kirkland, Misses Cockrill, G. A. O'Brien, and W. L. O'Brien. From Auckland—Mr. and Mrs. L. A. Leche, and Miss La Roche. For Shanghai from London—Mr. Entwistle, Mr. A. John Wayne and valet, Messrs. Newcome and J. Thomson. From Marseilles—Messrs. E. Krauss, C. Sharp, J. McLean, Mrs. Rudcliffe, Miss Young, Mr. C. Smith and servant. For Yokohama—Mr. Cartwright. For Hongkong from Penang—Mr. Gibson. From Colombo—Mr. Skirishire. From Singapore—Messrs. L. B. Loves, W. Chapman, Fye, Chun Kau Tiap, L. Builey and servant, E. Nardin, Meyer, H. B. Durdle. From Port Said for Havre—Mr. E. Lewis. From Bombay for Hongkong—Mr. A. Wood. From Marseilles for Bombay—Mr. J. S. Elmore. For Yokohama—Mr. H. P. Walters. From Singapore for Shanghai—Mr. F. Elmore. For Hongkong—Messrs. Gutterer, J. C. Remedios and one assistant.

## STEAMERS EXPECTED.

Names.	From.	Due.
Alcoa	Moji	Mar. 5th
Goodwin	Japan	Mar. 5th
König Albert	Singapore	Mar. 6th
Bayern	Singapore	Mar. 6th
Gauda	Singapore	Mar. 6th
Kawachi Maru	Japan	Mar. 6th
Nippon Maru	Moji	Mar. 10th
Ilissago	Bombay	Mar. 15th
City of Rio de Jan.	San Francisco	Mar. 17th
Empress of China	Vancouver	Mar. 20th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of the various shipping companies to furnish this office, on the form already supplied gratis with the latest available information every day.



## Intimations.

THE HONGKONG AND KOWLOON  
WHARF AND GODOWN  
CO., LIMITED.

## NOTICE TO SHAREHOLDERS.

THE THIRTIETH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 2, Cantonment Road, at NOON, on MONDAY, the 5th March, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to 31st December, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd February to 5th March, both days inclusive.

EDWARD OSBORNE,  
Secretary.  
Hongkong, 17th February, 1900. [224b]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given, that an EXTRAORDINARY GENERAL MEETING OF THE SHAREHOLDERS in the above Company will be held at the OFFICE of the Company, on WEDNESDAY, the 7th day of March, at NOON, for the purpose of passing the following RESOLUTIONS:

1. That the Proposed of the Directors to call up the Unpaid Capital of the Company in ONE CALL of \$50 per Share PAYABLE on 1st July next, is approved.

And if such Resolution is passed, for the purpose of passing the following SPECIAL RESOLUTIONS:

2. That the Profits accrued to the Company from the issue of a Premium of the New Shares in the Company, authorised to be issued by the Special Resolution passed on the 6th, and confirmed on the 23rd day of April, 1899, amounting to the sum of \$1,250,000, and which was then carried, and is now standing, to the Credit of the Reserve Fund in pursuance of such Special Resolution, be capitalised and be applied in part payment of the CALL of \$50 per Share on all the Shares in the Company, to be made by the Board.

Should the above Special Resolution be passed by the required majority, it will be submitted for confirmation at a subsequent Meeting to be called for the purpose in due course.

By Order of the Board,  
A. SHELTON HOOVER,  
Secretary.  
Hongkong, 20th February, 1900. [233b]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE THIRTY-FIRST ORDINARY MEETING OF SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICE, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 8th March, at 12 noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd instant to the 8th March, both days inclusive.

By Order,  
GEO. L. TOMLIN,  
Secretary.  
Hongkong, 9th February, 1900. [17th]

THE HONGKONG ROPE MANUFACTURING CO., LIMITED.

THE FIFTEENTH ORDINARY MEETING OF SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICE, No. 4, Praya Central, Victoria, on THURSDAY, the 8th March, at 12 noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1899, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd February to 8th March, both days inclusive.

SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 17th February, 1900. [221b]

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE

THE ORDINARY HALF YEARLY MEETING OF SHAREHOLDERS will be held at the COMPANY'S OFFICE, on TUESDAY, the 27th instant, at NOON, for the purpose of receiving a Statement of Accounts of the Company to the 31st December, 1899, with the Report of the Directors, and to discuss any Matters that may be brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to 27th instant, both days inclusive.

By Order of the Board,  
C. MOONEY,  
Secretary.  
Hongkong, 1st March, 1900. [270b]

THE HONGKONG HOTEL COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Hongkong Hotel Company, Limited, will be held at the COMPANY'S OFFICE, on TUESDAY, the 27th day of March, 1900, at 12.15 P.M.

1. To consider and if thought fit approve the draft New Regulations which will be submitted to the Meeting and in the event of the approval thereof with or without modifications or alterations.

2. To consider and if thought fit to pass a Resolution to the effect that the New Regulations already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby approved and that such Regulations be and the same are hereby adopted as the Regulations of the Company to the exclusion of all the existing Regulations thereof.

A copy of the proposed New Regulations may be seen at the Company's Office.

Should the above Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

Dated the 1st day of March, 1900.

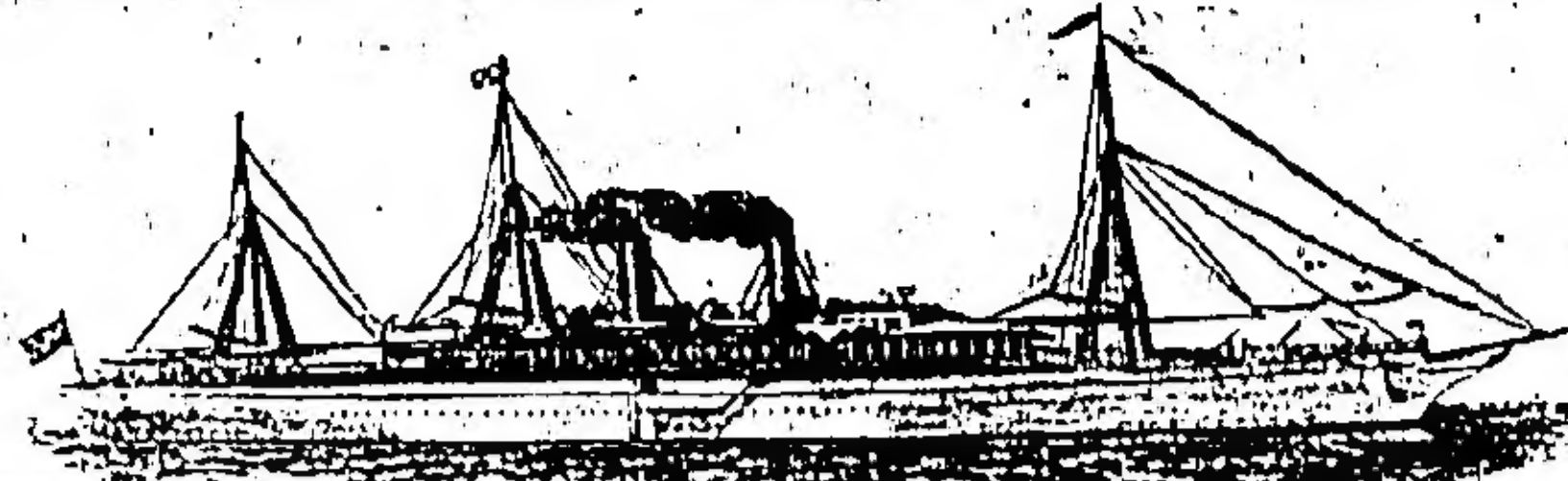
By Order of the Board,  
C. MOONEY,  
Secretary.  
[271b]

NOTICE OF REMOVAL

WE have This Day transferred our Offices from Nos. 51, 53 and 55, Queen's Road, Central, to 1 and 2, Des Voeux Road, New Praya Central, opposite the Praya Entrance of Lee Yuen Street East.

MOUNSEY & BRUTON,  
Solicitors.  
Hongkong, 1st March, 1900. [266b]

## Mails.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA &amp; VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 14th March.  
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 4th April.  
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 25th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Fidder's Street.  
Hongkong, 14th February, 1900. [3]

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHAFON TOLKANA SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO AND

SAN FRANCISCO,

VIA INLAND SEA OF JAPAN AND

HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.  
Thyria... 3,400 tons... about Mar. 7  
Lady Jolene... 3,400 tons... about Mar. 31

THE Steamship

"THYRIA" will be despatched for SAN DIEGO and SAN FRANCISCO, via KOBE, YOKOHAMA & HONOLULU, on WEDNESDAY, the 7th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, China and Japan.  
Hongkong, 2nd March, 1900. [28]

## NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM

HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Goodwin... 4,421 A. Jackson... Mar. 15

Olympia... 2,837 J. Truebridge... Mar. 31

Glenogle... 3,750 W. Frakes... April 21

Also

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Monmouthshire... 2,874 W. A. Evans... Mar. 5

Columbia... 2,976 T. H. Dolson... April 7

THE attention of Passengers is directed to the very cheap rates offered by the Line. HONGKONG TO LONDON £47.

HONGKONG TO NEW YORK £41.

"The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in duplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to  
DODWELL & CO., LIMITED,  
General Agents.  
Hongkong, 24th February, 1900. [4]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"CLYDE" Captain E. Street, carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., TO-MORROW, the 3rd instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 2nd March, 1900. [5]

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES,

MEXICO,

CENTRAL AND SOUTH AMERICA

AND EUROPE;

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC AND OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)... Saturday, 10th Mar., at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)... Thursday, 5th April, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)... Tuesday, 1st May, at Noon.

The Company's Steamship

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 20th March, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.  
Hongkong, 13th February, 1900. [2]

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

## STEAMERS.

## DESTINATIONS.

## SAILING DATES.

KANAGAWA MARU... {MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID...} FRIDAY, 9th March, at Daylight.

RIJUN MARU... {VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOI, KOBE and YOKOHAMA...} SATURDAY, 10th March, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,  
Manager.

Hongkong, 24th February, 1900. [6]

## NORDEUTSCHER LLOYD.

## HAMBURG-AMERIKA LINE.



(Freight Service.)

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and Baltic Ports, North and South American Ports.)

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

## STEAMERS.

## DESTINATIONS.

## SAILING DATES.

\*SAVOIA... HAVRE and HAMBURG... 16th March... Freight and Passage.

ASTORIA... (LONDON with transhipment in HAMBURG) NEW YORK... About 25th March... Freight.

SAXONIA... (LONDON with transhipment in HAMBURG) HAVRE and HAMBURG... About 31st March... Freight.

Knechtelberg... (LONDON with transhipment in HAMBURG) HAVRE and HAMBURG... About 6th April... Freight and Passage.

SIBIRIA... (LONDON with transhipment in HAMBURG) HAVRE and HAMBURG... About 20th April... Freight and Passage.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to  
CARLOWITZ & CO.,  
Agents.  
[27]

## TOYO KISEN KAISHA.

## U.S. MAIL LINE.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PACIFIC MAIL STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

VIA INLAND SEA OF JAPAN AND HONOLULU.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu)... Tuesday, 20th March, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu)... Saturday, 14th April, at Noon.

HONG KONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu)... Tuesday, 8th May, at Noon.

THE Steamship

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 20th March, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.  
Hongkong, 27th February, 1900. [7]

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, TO-MORROW, the 3rd instant, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

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For further information as to Freight and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.  
Hongkong, 2nd March, 1900.



## THE NEXT ANGLO-AMERICAN INTERNATIONAL SPORTS.

Captain Rice of the Harvard track team, in an interview reported in an American dispatch, says that the return series of international sports between English and American Universities has been arranged.

The place where the games will be held is not yet decided on. They might compete on the Columbia University track, but the most satisfactory arrangement would be to have the games held on either the Yale or Harvard fields.

The joint team will be as strong as it was last year, although Harvard will lose Quinlan, the sprinter, Burke, the quarter-mile, and Fox, the hurdler. Yale will lose Palmer, the two-mile runner; Fisher, the quarter-mile, and Spitzer, the one-mile runner. Oxford and Cambridge will not lose a man who won a point. Their representatives will be Adair, the high jumper, Danson, the distance man, and Thomas, the sprinter.

While Captain Rice did not give any solution as to the grounds the game would be held on, there is no reason to suppose that there will be any difference in the method of settling who will have that say. Heretofore the winners of dual games have settled all such questions, and it is at least likely that the same method will be used this year.

## THE EXTINCTION OF NATIONS.

## SOME INTERESTING FACTS.

The people who write so glibly about the decadence of England, says a writer in the *Pall Mall Gazette*, are not likely to look for scientific support for their wishes, and if they did, might have difficulty in finding it; for the English at present exhibit none of the characteristics of a decadent nation. But few things are more obscure than the causes which lead to the more or less complete effacement of a people, and the anthropological theories on the subject do not derive much support from history. Thus, M. Topinard, one of the most cautious and soundest of anthropologists, considers that prominent among these causes are the importation of new diseases, change of habits, the impossibility of adapting oneself to new conditions, and, of course, foreign conquest, which often includes some of the others. This view is apparently borne out by the history of people like the Esquimaux, who are gradually dying out of North America from the increasing severity of the cold; or the Tasmanians, who were practically exterminated by our own colonists; or the Caribs, who did not long survive the coming of the Spaniards. But more highly organized communities seem able to resist such influences for almost unlimited time, and they certainly had but little hand in the extinction of the great nations of antiquity. Neither the Assyrian, the Egyptian, the Greek, nor the Roman Empires fell save by the exhaustion produced by incessant wars. Of all these instances, none perhaps is so instructive as the fate of the Greeks or Macedonian power. So long as the Greeks contented themselves with the arts of peace, they showed an unparalleled power of adaption and remained the most successful colonists and traders that the world had yet seen. But when they turned their brilliant intellect to the pursuit of war as a business, their end came speedily. During the century which preceded Alexander, Greek mercenaries, as pre-eminent in war as in everything else, were to be found in the service of every Power in the East; then was rich enough to hire them. Then came the extraordinary conquest of the then known world by an army of the same Greeks, led by a boy of five-and-twenty, and on his premature death its partition among half-a-dozen Greek kings, each reigning by means of a mercenary army of his own countrymen. These kings soon began to make war upon one another, with the result that Greece became so drained of blood that she who drove back Asia was unable to protect herself against what was still a petty European Power. She perished, as has well been said, neither from want of patriotism nor of courage, but simply from lack of men.

The fact is that war, when excessively practiced or merciless, attacks a nation in its most vital part. Instead of removing, as does pestilence or famine, the very young, the weakly, and the decrepit, it takes away the most vigorous part of the community, who are better fitted than their neighbours to be the progenitors of the race. So war, of the Roses practically extinguished among us the Norman blood, which had given the nation a weight in the Crusades and the early French wars out of all proportion to its territory or numbers; and the Napoleonic wars are held by many to be responsible for the stationary condition and (perhaps) temporary eclipse of France in our own times. Fortunately for Europe, the comparative bloodlessness—so far as the number of killed are concerned—and brevity of modern wars make the return of such conditions unlikely.

## UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:

Angier, A. G.  
Ah Fong, Miss  
Amoy, Fanny  
Alexis, Miss  
Armstrong, A.  
All, Miss  
Armsmeyer, A.  
Atab, N. M.  
Aglivie, A. B.  
Anles, Dr. V.  
Aron, J.  
Ayres, J.  
Albert, Hope S. S. Co.  
Ambell, A.  
Andrade, A.  
Abes, Co.  
Ancel, Madam E.  
Baron, J. S.  
Bennet, J.  
Bennamer, Mr.  
Blake, R. E.  
Barnes, J. F.  
Barnham, E. M.  
Bibby, Anna  
Ballard, Anne  
Brennell, C.  
Burnell, L. C.  
Brusse, G.  
Buckley, Bloom, Rosa  
Bowles, C. E.  
Barker, A. M.  
Barnes, J. F.  
Bram, B.  
Belys, M.  
Bourdanel, B.  
Bridg, G. E.  
Bodema, B.  
Breitig, H.  
Brooks, W.  
Bery, H. A.  
Black, Mrs. M.  
Blumenfeld, L.  
Bocowski, J.

John, Thubas  
Brusching, M.  
Brigley, P. P.  
Blefo, W. & Co.  
Bargos, F.  
Blatter, G. J.  
Biale, Mons.  
Baker, Col. W. H.  
B. H.  
Bram, L. M.  
Barday, J.  
Baral, T.  
Baldassio, B.  
Bholos, B.  
Crook, Miss H. C.  
Capps, W. L.  
Cranston, Miss E.  
Cliffon, G.  
Chinevala, S. F.  
Crook, Miss N. C.  
Gauler, Miss R.  
Cameron, D. C.  
Chambers, E. H.  
Crosby, H.  
Chaplin, Miss  
Chambers, Capt. J.  
Clansen, F.  
Charles, Mrs. J.  
Carben, G. J.  
Chenillon, G.  
Colenso, R. L.  
Cheung Kong  
Calder, W.  
Clark, Anna  
Carmann, D. M.  
Duen, Capt. C. M.  
Delen, Mrs. L.  
David, M. W.  
Deladonessa  
Dauncey, C.  
Dean, W. A.  
Dalton, C.  
Dirke, R.  
Davies, Capt. F.  
Dovey, M.  
Donny, Mrs.  
Dunlop, Miss  
Davis, E. C.  
David, F.  
Dhnapatell, B. B.  
Daylegh, J. M. Y.  
Elias, A.  
Edwards, L.  
Eskert, Miss B.  
Eshog Khan  
Everett, Capt. C. S.  
Edwards, M.  
Ferrari, Mons.  
Forster, R. C. H.  
Franklin, C. S. P.  
Frubetor, H.  
Fucuda, S.  
Fou Chan Pau  
Feywyo, G. A. G.  
Fong Hall  
Fischer, Miss C.  
Foster, M. R.  
Franker, G.  
Galdshly, S.  
Galagocy, Josephine  
von  
Guentz, Mr.  
Guentz, Miss  
Galey, G.  
Ghyke, Mr. and Mrs.  
Gibbons, Mr. and Mrs.  
Gruni, Mrs.  
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Gans, S. M.  
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Grunberg, T.  
Gronze, E.  
Heckel, B. B.  
Hardouin, U.  
Hough, C. C.  
Hofstad, L.  
Hamilton, Miss E.  
Hoony, C.  
Hoffman, G. M.  
Hutchison, G. W.  
Hall, J. Andrew.  
Halder, H.  
Hope, F. C.  
Hill, Rev. J. R.  
Hall, W.  
Heli, Capt. C.  
Holt, G. C.  
Humphrey, W.  
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Hally, Wm. D.  
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Hamilton, Mrs.  
Hosenblos, F.  
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Kirkland, Miss  
King, K.

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Hammer, Mr. B. F. and maid  
Haver, Mr. G. C. Whitley, Mr. & Mrs. W. J.  
Hay, Mr. C. W. Whitley, Miss  
Hilton, Jr. and Mrs. C. H. Whitley, Mr. and Mrs.  
Hilton, Mr. M. B. A. W.  
Horney, Mr. and Mrs. Wild, Mr. and Mrs.  
H. H. Wild, Mr. and Mrs.  
Hosking, Mr. P. Bagnall  
Howard, Mr. P. Young, Jr. Mr.  
Hudson, Mr. E. P. Zuniga, Mr. J. M. de

VISITORS AND RESIDENTS AT THE  
PEAK HOTEL.

Beattie, Mr. Andrew John, Major G. R. St.  
Byrne, Mr. H. F. R. Keefe, Captain F.  
Byrne, Colonel Leo, Mr. J. E.  
Blair, Mr. P. Martin, Mr. R.  
Clark, Mr. Arthur R. Mitchell, Mr. R.  
Carrington, Sir John W. Mullins, Mr. E. S.  
Clarke, Capt. and Mrs. Oppenheim, Mr. J.  
A. C. O'Gorman, Lt.-Col. Col.  
Dann, Mr. G. H. O'Gorman, Madame  
Dewar, Mr. W. P. Pollock, Hon. H. E.  
Dow, Mr. R. Pryne, Capt. H. V.  
Dreese, Mr. F. J. Haver Reilly, Major C. W.  
Eekle, Mr. J. A. Rumsey, Comdr. R. M.  
Erickson, Mr. A. Smith, Mr. A.  
Fraser, Lt.-Col. A. R. Smith, Mr. A. C.  
Gompertz, Mr. H. H. Stokes, Mr. A. P.  
Gorges, Colonel E. H. Taylor, Mr. & Mrs. J.  
Green, Mr. D. M. Thomson, Mr. O. D.  
Gros, Mr. Edward F. Wardwell, Misses (2)  
Gray, Mr. J. Wardwell, Miss  
Hendelocher, Mr. Wheeler, Mr. G. H.  
Inchbald, Mr. Chantry

## CRAGHURN.

Casal, Madame Penny, Miss  
Dowler, Mrs. H. G. Rice, Mrs. Albert Smith  
Fittin, Mr. W. A. Rice, Miss Ellen A.  
Fittin, Mrs. and 2 Simmonds, Capt. C. B.  
daughters. R.A.  
Flynn, R.N. Rev. F. Snow, Lt. C. F. U.S.N.  
Johnson, Rev. F. T. Snow, Mrs. C. F. and  
Johnson, Mr. R. F. daughter.  
Miller, Mrs. M. J. Villere, Mr. M. de  
Miller, Miss Maud Volpicelli, Consul  
Miller, Miss Carolina Volpicelli, Madame  
Miller, Miss Julia Volpicelli, Madame  
Ossorio, Mrs. F. P. and Wright, Mrs.

## OPIUM QUOTATIONS.

Hongkong, 2nd March.  
New Pina ..... 1,000 per chest.  
New Bonaire ..... 1,000  
New Malwa ..... 930/950 per picul.  
Old Malwa ..... 970/980  
Persian Oily, cash ..... 640  
Persian paper tied ..... 870/875

## The Share Market.

## LATEST QUOTATIONS.

(March 2nd.)

Companies.	Paid up Capital.	Latest quotation.
<b>Banks.</b>		
Hongkong & Shanghai Banking Corporation	\$125	312 1/2 premium
The Bank of China & Japan, Limited—(Preference)	£ 5	Nominal
The Bank of China & Japan, Limited—(Ordinary)	£ 4	1/4 buyers
The Bank of China & Japan, Limited—(Deferred)	£ 1	5/5 buyers
National Bank of China, Ltd.	£ 8	2/6
Do. Founders	£ 1	2/0
<b>Marine Insurances.</b>		
Union Ins. Society of Canton, Ltd.	\$ 50	\$230
China Traders' Ins. Co., Ltd.	\$ 25	\$56
North China Ins. Co., Ltd.	£ 25	Tls. 180
Yangtze Ins. Assoc. Ltd.	\$ 60	\$125
Canton Ins. Office.	\$ 50	\$130
Straits Ins. Co., Ltd.	\$ 20	\$2
<b>Fire Insurances.</b>		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$318
China Fire Ins. Co., Ltd.	\$ 20	\$89 1/2
<b>Shipping.</b>		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$39 1/2
Indo-China Steam Navigation Co., Ltd.	£ 10	\$88
China & Manila S.S. Co., Ltd.	\$ 50	\$100
Douglas Steamship Co., Ltd.	\$ 50	\$49
China Mutual S.S. Co., Ltd.—(Pref.)	£ 10	10/10 buyers
China Mutual S.S. Co., Ltd.—(Ord.)	£ 10	10/10
China Mutual S.S. Co., Ltd.—(Ord.)	£ 5	1/5
Star Ferry Co., Ltd.—(Shell) Transport & Trading Co., Ltd.	£ 100	\$260
<b>China Sugar Refining.</b>		
China Sugar Refining Co., Ltd.	\$ 100	\$132
Lon Sugar Refining Co., Ltd.	\$ 100	\$47
<b>Mining.</b>		
Punjoon Mining Co., Ltd.	\$ 7	\$7 1/2
Punjoon Mining Preference Shares	\$ 1	\$1.40
Chiribon Mines, Ltd.	Fcs. 350	\$10
Queen Mines, Ltd.	25 cts.	\$0.27
Jebeu Mining and Trading Co., Ltd.	\$ 5	\$13 1/2
Raub Alluvial Gold Mining Co., Ltd.	15s. 10d.	\$62
Olivers' Freehold Mines, Ltd.	\$ 5	\$5 1/2
Olivers' Freehold Mines, Ltd.	\$ 41	\$4.90
Great Eastern & Caledonian Gold Mining Co., Ltd.	\$ 5	\$1
Do. (Preference)	\$ 1	\$0.40
<b>Docks, Wharves and Godowns.</b>		
Hongkong & Whampoa Dock Co., Ltd.	\$125	495 1/2 premium
Hongkong and Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$86
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	\$44
New Amoy Dock Co., Ltd.	\$ 6 1/2	\$0.4
<b>Lands, Hotels and Buildings.</b>		
China Mortgage Loan & Provident Co., Ltd.	\$ 10	\$9.50
Hongkong Land Investment & Agency Co., Ltd.	\$ 50	\$123 1/2 buyers
Kowloon Land and Building Co., Ltd.	\$ 30	\$26
West Point Building Co., Ltd.	\$ 50	\$44
Hongkong Hotel Co., Ltd.	\$ 50	\$126
Hamphrey's Estate & Finance Co., Ltd.	\$ 10	\$9
<b>Cotton Mills.</b>		
Hongkong Cotton Spinning & Dyeing Co., Ltd.	\$100	\$38
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 62 1/2
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 73
Loou-kung-on Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 70
Suy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 400
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 55
<b>Miscellaneous.</b>		
Green Island Cement Co., Ltd.	\$ 10	\$28 1/2
China-Borneo Co., Ltd.	\$ 15	\$17
A. S. Watson & Co., Limited	\$ 10	\$16 1/2
Watkins, Limited	\$ 10	\$11
Hongkong Electric Co., Limited	\$ 10	\$12.50
Co., Limited	\$ 2	\$2.50
Hongkong and China Gas Co., Ltd.	\$ 10	\$135
Hongkong Rope Manufacturing Co., Ltd.	\$ 10	\$350
Geo. Fenwick & Co., Ltd.	\$ 15	\$48 ex div.
H'kong Ice Co., Ltd.	\$ 25	\$167
H'kong High-Level Tramways Co., Ltd.	\$100	\$155
Dairy Farm Co., Ltd.	\$ 6	\$6
Hongkong and China Bakery Co., Ltd.	\$ 50	\$25
Campbell, Moore and Co., Ltd.	\$ 10	\$16
Bell's Asbestos Eastern Agency, Ltd.	£ 1	£1 nominal
United Asbestos Oriental Agcy, Ltd.	\$ 4	\$5
United Asbestos Oriental Agcy, Ltd.	\$ 10	\$10
Carmichael & Co., Ltd.	\$ 20	\$8
Tebrau Planting Co., Ltd.	\$ 5	\$5
Tebrau Planting Co., Ltd.	\$ 4	\$4

BENJAMIN, KELLY &amp; POTTS,

Share Brokers.

Telegraph Address—"Rialto".  
Telephone No. 148.

## EXCHANGE.

Hongkong, 2nd March.	
ON LONDON, Telegraphic Transfer	1/11 1/2
Bank Bills, on demand 1/11 7/16	
Credits, 4 months' sight	1/11 1/2
Dimetics, 4 months' sight	1/11 1/2
ON BERLIN, (demand)	M. 2.003
ON PARIS, Bank Bills, on demand	2.453
Credits, 4 months' sight	2.503
ON NEW YORK, Bank Bills, on demand	47 1/2
Credits, 30 days' sight	48 1/2
ON HONKAY, Telegraphic Transfer	148 1/2
On demand	149 1/2
ON SHANGHAI, Telegraphic Transfer	72 nom.
Private, 30 days' sight	73 1/2
ON YOKOHAMA, T.T.	34 per cent. prem.
Sovereigns, Bank's Buying Rate	\$10.15
Gold Leaf 100 touch, per tael	\$53.30
Bar Silver	27 9/16
Dollars	3 per cent. prem.

## VESSELS IN PORT.

## Steamers.

AMARA, British steamer, 1,566, J. C. Matlock, 25th Feb.—Sourabaya 15th Feb. Sugar, Jardine, Matheson & Co.	
ARAB, British steamer, 2,674, N. K. Wells, 25th Feb.—Nagasaki 21st Feb. General.—Dudwell & Co., Ltd.	
AYR, British steamer, 1,955, W. H. Gibson, 1st Mar.—Kuchinotzu 24th Feb. Coal.—Mitsui Bussan Kaisha.	
BAKU STANDARD, British steamer, 5,000, H. Tucker, 22nd Feb.—Shanghai 16th Feb. Ballast.—Noyes & Co.	
CHINA, American steamer, 3,189, D. E. Frela, 22nd Feb.—San Francisco 24th Jan., and Shanghai 19th Feb. Mails and General.—P. M. S. Co.	
CHINGTU, British steamer, 1,459, J. Williams, 26th Feb.—Sydney 30th Jan., and Manila 23rd Feb. General.—Butterfield & Swire.	
CITY OF LONDON, British steamer, 2,056, R. W. Scarff, 28th Feb.—Saigon 24th Feb. Rice.—Dodwell & Co., Ltd.	
CLYDE, British steamer, 2,198, E. Street, 1st Mar.—Shanghai 27th Feb. Mails and General.—S. & O. S. N. Co.	
DAPHNE, German steamer, 1,292, Th. Nissen, 31st Dec.—Kuchinotzu 25th Dec. Coal.—Siemssen & Co.	
DIAMANT, British steamer, 1,225, G. T. Bland, 27th Feb.—Manila 24th Feb. General.—Shewan, Tomes & Co.	
DORIC, American steamer, 2,691, Harry Smith, R.N.R., 1st Mar.—San Francisco 1st Feb. Honolulu 8th, Yokohama 21st, Kobe 22nd, Nagasaki 24th, and Shanghai 27th. Mails and General.—O. & S. S. Co.	
EMPRESS OF JAPAN, British steamer, 5,904, G. A. Lee, R.N., 22nd Feb.—Yokohama 22nd Feb., and Canton 22nd, Mails and General.—C. P. R. Co.	
FAUSANG, British steamer, 1,410, T. A. Mitchell, 24th Feb.—Java 14th Feb. Sugar.—Jardine, Matheson & Co.	
GERMANIA, German steamer, 1,174, A. Müller, 10th Feb.—Java 30th Jan. Sugar.—Jensen & Co.	
HAILAN, French steamer, 377, Pannier, 24th Feb.—Pakhoi 23rd Feb. General.—A. R. Marty.	
HAIRLOON, British steamer, 783, Bathurst, 1st Mar.—Amoy 28th February, General.—Douglas, Laiprak & Co.	
HONGKONG, French steamer, 736, Bastian, 27th Dec.—Haiphong and Hoihow 26th Dec. General.—A. R. Marty.	
ICHANG, British steamer, 1,240, Jones, 26th Feb.—Bangkok 19th Feb. Rice.—Butterfield & Swire.	
KEONG WAI, British steamer, 1,115, T. W. Groves, 25th Feb.—Bangkok 18th Feb. Rice and General.—Yuen Fat Hong.	
KUTSANG, British steamer, 1,495, R. C. D. Bradley, 23rd Feb.—Java 13th Feb. Sugar.—Jardine, Matheson & Co.	
LOVAL, German steamer, 1,337, Lorenzen, 21st Feb.—Canton 21st Feb. Ballast.—Sander, Wieler & Co.	
MAIDRU MARU, Japanese steamer, 667, T. Ogata, 28th Feb.—Swatow 27th Feb. General.—Order.	
MAUSANG, British steamer, 1,544, J. Kynock, 1st Mar.—Java 17th Feb. Sugar.—Jardine, Matheson & Co.	
MONMOUTH, British steamer, 1,871, W. A. Evans, 1st Mar.—Fuzhou, 29th Jan. Flour.—Dodwell & Co., Ltd.	
PETARCH, German steamer, 1,258, H. Uecker, 26th Feb.—Singapore 17th Feb. Timber.—Sander, Wieler & Co.	
PROGRESS, German steamer, 687, P. Brandt, 26th Feb.—S. on 21st Feb. Rice.—Chinese.	
PROFINT, British ship, 1,390, W. Mackay, 25th Feb.—Saigon 20th Feb. Rice.—Leung Sing Steamship Co.	
PROSERA, Norwegian steamer, 789, Thorstensen, 3rd Feb.—Sourabaya 23rd January, Sugar.—Gen. R. Stevens & Co.	
QUARTZ, German steamer, 1,446, H. Johannsen, 25th Feb.—Saigon 20th Feb. Rice and Flour.—Sander, Wieler & Co.	
QUEEN ADELAIDE, British steamer, 1,835, M. Nair, 19th Feb.—Tacoma and Kobe 14th Feb. General.—Dodwell & Co., Ltd.	
RELIFE, American transport, 3,000, Fr. nk Harding, 13th Feb.—Manila 10th Feb.	
RIJUN MARU, Japanese steamer, 2,974, J. W. Eakland, 27th Feb.—Kobe 22nd Feb. Flour and Malt.—Order.	
ROSETTA, British steamer, 2,059, C. C. Talbot, R.N.R., 28th Feb.—Yokohama 21st Feb. Mails and General.—P. & O. S. N. Co.	
SUNGKIAN, British steamer, 1,021, S. W. Moore, 27th Feb.—Manila 24th Feb. General.—Butterfield & Swire.	
TELENA, British steamer, 3,124, T. G. Scott, 21st Feb.—Mojl 16th Feb. Coal.—Arnhold, Karberg & Co.	
TETARTOS, German steamer, 1,578, T. Desler, 27th Feb.—Saigon 22nd Feb. Rice.—Siemssen & Co.	
THYRA, Norwegian steamer, 2,420, J. D. Evadson, 26th Feb.—San Diego 7th Jan. Flour and Coal.—Butterfield & Swire.	
TOYO MARU, Japanese steamer, 1,538, K. Sakai, 28th Feb.—Mojl 22d Feb. Coal.—Order.	
TRITOS, German steamer, 1,033, P. Lassen, 21st Feb.—Saigon 19th Feb. Rice.—Siemssen & Co.	
VICTORIA, American steamer, 1,992, John Patton, 20th Jan.—Manila 26th January, Ballast.—Dodwell & Co., Ltd.	
WONGKOT, British steamer, 1,115, B. B. Brooke Pidge, 27th Feb.—Bangkok 20th Feb. Rice.—Yuen Fat Hong.	

## Miscellaneous.

Liberal, Portuguese steamer, 558 tons, Comdr. José da Cunha Lima, Hongkong.  
Presidente Sarineta, Argentine cruiser, 2,850 tons, Capt. Bethel, Manila.  
Valmy, Danish cruiser, 3,000 tons, Prince Valdemar, Shanghai.  
Zenta, Austrian cruiser, 2,500 tons, Captain Edward Thoman von Montclair, Swatow.

HER BRITANNIO MAJESTY'S SHIPS  
ON THE CHINA STATION.

Hongkong, March 2nd, 1900.  
Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. g. guns, 3,000 i.h.p., Commander A. H. Smith-Dorrien, Hongkong.  
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. J. W. Slade, Hongkong.  
Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Hongkong.  
Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain Hon. S. C. J. Colville, C.B., en route Wei-hai-wei.  
Bonaventura, 2nd class cruiser, 4,300 tons, 18 guns, 9,000 i.h.p., Capt. R. L. J. Montgomerie, C.B., R.N., Shanghai.  
Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Capt. R. B. S. Wey, Hongkong.  
Centurion, British flagship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, Hongkong.  
Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Comdr. C. Wainington-Ingram, Hankow.  
Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Wei-hai-wei.  
Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. C. Chadwick, Ichang.  
Fame, twin screw, torpedo-boat destroyer, 360 tons, 5,400 i.h.p., Lieut.-Com. W. J. Keyes, Hongkong.  
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong.  
Hamly, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.  
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.  
Hermione, British cruiser, 4,300 tons, Capt. R. H. D. Lumley, Hongkong.  
Humber, storeship, 1,400 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.  
Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. N. Dudding, Singapore.  
Linnets, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Wuchow.  
Orlando, British cruiser, 3,600 tons, Capt. J. H. Burke, Manila.  
Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. S. G. Douglas, Shanghai.  
Phaetia, British gunboat, 1,015 tons, Comdr. Cochran, Hongkong.  
Pigmy, 1st class gunboat, 750 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Hongkong.  
Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Manila.  
Redpole, British gunboat, 805 tons, Capt. F. F. Haworth Booth, Shanghai.  
Sandpiper, British river-gunboat, 2 guns, Lt.-Comdr. Carr, on the West River.  
Swift, gun-vessel, 750 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Hongkong.  
Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.  
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. H. E. Hillman, on the West River.  
Unadorned, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, Hongkong.  
Victorious, British battleship, 14,900 tons, 32 guns, 12,000 i.h.p., Captain A. Schomberg, Hongkong.  
Waterloo, surveying vessel, 620 tons, Commander W. P. Dawson, Hongkong.  
Whiting, twin screw, torpedo-boat destroyer, 360 tons, 5,000 i.h.p., Lieut.-Comdr. E. Kelly, Hongkong.  
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.  
Woodcock, British gunboat, 2 guns, 560 h.p., Lieut.-Comdr. Watson, on the Yangtze.  
Woodruff, British gunboat, 2 guns, 550 h.p., Rice and General.—Yuen Fat Hong.  
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class and 1 second-class boats.

FOREIGN MEN-OF-WAR ON THE CHINA  
AND JAPAN STATION.

The Russian Squadron.  
Admiral Korniloff, Russian armoured cruiser, 5,000 tons, twin screw, 35 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.  
Albatros, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elksky, at Nagasaki.  
Bobr, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Nagasaki.  
Dmitri Donshoy, Russian armoured cruiser, 3,993 tons, twin screw, 34 guns, 7,000 h.p., Captain Shanon, at Nagasaki.  
Gaidamukh, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennik, at Nagasaki.  
Gromitsky, Russian armoured cruiser, 1,492 tons, twin screw, 12 guns, 2,000 h.p., Capt. Mikhalchewsky, at Nagasaki.  
Koryeys, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Sillmann, at Nagasaki.  
Mandjary, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.  
Narvinsk, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.  
Nayevsk, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarize, at Nagasaki.  
Otravay, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprinoff, at Nagasaki.  
Rostia, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Dornjoff, at Nagasaki.  
Roslavsk, Russian cruiser, 1,330 tons, Capt. Konaroff, Manila.  
Rurik, Russian flagship, 10,100 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Nagasaki.  
Silatich, Russian gunboat, 4 guns, 1,200 h.p., Capt. Baronoff, at Nagasaki.  
Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p., Capt. Molias, at Nagasaki.  
Sivuchik, Russian gunboat, 950 tons, twin screw, 13 guns, 1,200 h.p., Capt. Soubajin, at Nagasaki.  
Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Nagasaki.  
Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.  
Voznik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogozh, at Nagasaki.  
Zabuka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkuff, at Nagasaki.  
(1st and 2nd class.)  
Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Jantichik, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.

Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.  
Polevnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Sisk, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Starkov, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Sotchina, Russian torpedo boat, 87 tons, 4 guns, 870 h.p., 19 knots.  
Strelak, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Strass, Russian torpedo boat, 23 tons,